



Rail Safety & Standards Board

INFORMATION BULLETIN

RSSB facilitates rail industry's first sustainable development review

On 25 June, RSSB, on behalf of a cross-industry group of stakeholders, launched 'The Case for Rail 2007 - the first sustainable development review of the mainline railways of Great Britain'. The review summarises current sustainability performance and reflects the growing momentum behind the industry's response to future challenges and opportunities.



The rail industry is openly discussing its contribution to sustainable development with the objective of making sure there are clear plans in place to address future environmental, social and economic issues. The review shows that the most significant contribution that the railway can make to a sustainable future is to increase the number of passengers that travel through the rail network that would otherwise use more polluting modes, and so reduce the overall carbon impact from all transport.

The Case for Rail 2007 forms part of the Sustainable Rail Programme cross-industry initiative led by executive director-level representatives from Network Rail, train operating companies, ROSCOs, RSSB, RIA, ATOC, DfT, ORR as well as TfL, Transport Scotland and the Railway Forum. The programme is facilitated by RSSB and aims to coordinate rail industry plans and initiatives to deliver a continuously improving performance.

The Case for Rail 2007 can be downloaded from the RSSB website at

http://www.rssb.co.uk/pdf/reports/the_case_for_rail_2007.pdf. Hard copies are also available from RSSB, email sustainableprogramme@rssb.co.uk or telephone 020 7904 7518.

RSSB biodiesel research exploited by Virgin CrossCountry

Virgin CrossCountry has started the first in-service biodiesel trial, applying the findings of research undertaken by RSSB for the Association of Train Operating Companies (ATOC). The trial, using a Cummins QSK-19 diesel engine in a Voyager unit, is part of the work undertaken by the Biodiesel Working Group, and which includes train operating companies, freight operating companies, ROSCOs and the Department of Transport (DfT).

The future sustainability of rail requires a thorough understanding of the benefits and trade-offs for the economy, society and environment that all our energy options represent. As such, the biodiesel work is a useful feed into the Sustainable Rail Programme, which RSSB facilitates on behalf of all stakeholders in Britain's railway, and in which ATOC plays a vital role.

Biodiesel would lessen the reliance on non-renewable fuel derived from crude oil. Its use could also reduce the impact of carbon emissions from railway vehicles as the carbon dioxide emitted would be offset by absorption by the crops growing to make the fuel.

Founder of the Virgin Group, Sir Richard Branson launched the first biodiesel train in a high profile event on 7 June at London Euston station, where he met with the then Chancellor of the Exchequer Gordon Brown MP.

David Edwards, Project Engineer at Virgin CrossCountry said: "This is a pioneering step we're taking. If we can convert our Voyager fleet to run on a 20 per cent biodiesel



Standards News

Publications and Withdrawals in the Railway Group Standards Catalogue – Issue date June 2007

blend, we could cut out CO2 emissions by up to 14 per cent, equivalent to taking 23,000 cars off the road.”

Bryan Donnelly, ATOC's Vehicle Engineering Manager said: “The results from the Virgin Cross Country service trial will help the industry understand the benefits of biodiesel and how it can be used by the rail industry to improve its environmental performance and overall sustainability.”

For more information on the RSSB research on biodiesel contact **Margaret Adams, research manager** on **020 7554 4613** or email margaret.adams@rssb.co.uk.

Regenerative Braking

What is Regenerative Braking?

On an electric train, the regenerative braking system slows the vehicles by converting movement (kinetic) energy that would otherwise be lost as heat, into electrical energy that is then returned to the power supply system. This reduces the overall electrical energy consumed by the train, and may give savings in the wear of mechanical brake systems.

A cross-industry working group is leading the implementation of regenerative braking on the UK railway network. To date, the majority of a.c. rolling stock capable of regenerative braking is now using the capability and from the infrastructure perspective the whole of the a.c. network will be compatible by next year.

The working group is now facilitating tests and trials with a view to the future implementation of regenerative braking across the d.c. network.

In support of these trials, RSSB will shortly be publishing a report on the effect of regenerative braking on the electrical protection of the d.c. power supply system.

For more details please contact **David Knights, principal energy engineer** on **020 7904 7638** or email david.knights@rssb.co.uk

New or Revised Publications:

- GO/RT3440 Rapid response - Operation of Steam Locomotives
- GK/GN0612 - Issue 1 - Guidance on Signalling Lockout Systems to Protect Railway Undertaking Personnel
- GK/RT0212 - Issue 1 - Signalling Lockout Systems to Protect Railway Undertaking Personnel
- GE/RT8250 - Issue 2 - Safety Performance Monitoring and Defect Reporting of Rail Vehicles, Plant and Machinery. (Re-issue to reflect changes in reporting mechanisms)
- GM/RC2641 (was GM/GN2641) - Issue 1 - Recommendations for Vehicle Static Testing Definitions
- RS/507 - Issue 2 - Good Practice Guide on Colour Vision Requirements for Rail Workers
- RS/506 - Issue 2 - Good Practice Guide on Rail Workers and Diabetes – Guidance for Medical Assessors
- RS/505 - Issue 2 - Good Practice Guide on Rail Workers and Diabetes – General Guidance
- RS/501 - Issue 2 - Good Practice Guide on Simulation as a Tool for Training & Assessment
- RS/220 - Issue 2 - Good Practice Guide in training
- GE/RT8001 - Issue 12 - Changes to Specified Operations Publications, June 2007

Withdrawn Publications

- GO/RT3272 - Data Recorders on Trains - Operating Requirements
- GO/RT3253 - Speed Checking
- GO/RT3355 - Portable Warning Equipment

The date on which documents come into force is not always the same as the date previous documents are withdrawn – to allow industry time to make consequential changes and brief staff.

For more details on changes to standards, please refer to the ‘What’s New’ and ‘Briefing Note’ sections in www.RGSONline.co.uk or contact **Marie Marks, head of standards management** on **020 7904 7588** or email marie.marks@rssb.co.uk

Got an issue with a Railway Group Standard? Call the **RSSB Enquiry Desk** on **020 7904 7518** or email enquirydesk@rssb.co.uk



Risk Management Forum

'Managing risk across interfaces – to improve safety and business performance' was the theme for this year's Risk Management Forum held at the University of Nottingham on 19 and 20 June.



176 delegates from 84 organisations attended the event which gave an opportunity to share best practice, collaborative working and to network with other experts and share ideas. The challenge for the Forum was to recognise, understand and know how to manage the common threads that link our industry together. Lord Denis Tunnicliffe, Chairman of RSSB, in his keynote address, touched on the importance of precursors in accidents and the safety risk tools that are available to help industry with decision making. 'A key resource in the development and understanding of the interface is the Safety Risk Model (SRM). The SRM provides a quantitative estimate of the risk at the interface and duty holders can use this to help with risk assessments to see where cooperation is required – a real process for joined up thinking'.

Workshops were held covering 'Taking Safe Decisions' hosted by RSSB and echoing the recent publication of the same name <http://www.rssb.co.uk/sdmoukr.asp> and 'Shunting Movements – an everyday occurrence' run by Freightliner and Health and Safety Assurance Limited. A two day programme of presentations and a supporting exhibition from across the rail industry, healthcare, aviation industry, suppliers and government completed the schedule.

The closing address by Tom Hamilton of the Civil Aviation Authority outlined the CAA's safety risk management process and considered future challenges to include developing more effective ways of understanding and limiting major accidents – 'Mind the Gap!'.

Delegate and speaker Robert Carter from Air Accidents Investigation Branch said 'As an aviation person parachuting into a rail industry event, I found the participants very welcoming and eager to discuss a wide range of topics. In the sessions, I was impressed by the high level of professional debate - people seemed more interested in the safety and technical debate than in grinding axes'.

Safety Management System Support Programme

The SMS Support Programme aims to promote mainline rail companies with tools, guidance and assistance to help meet their statutory duties under Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS).

ROGS and European Rail Safety Directorate. The programme currently comprises 8 tasks – each of which has specific deliverables. Tasks 1 to 4 are all scheduled for completion in 2007, Tasks 5 and 6 will be delivered in 2008 and Tasks 7 and 8 are longer term projects.

Progress with the programme is regularly reviewed at the RSSB Safety Policy Group and Office of Rail Regulation (ORR) ROGS Liaison Group.

The eight tasks are:

- Task 1: System safety risk responsibilities and guidance
- Task 2: General support for the implementation of ROGS
- Task 3: ROGS Duty of Cooperation framework and guidance
- Task 4: Good practice guide to SMS
- Task 5: Development of individual processes for co-operation
- Task 6: Learning from incident investigations and incident data
- Task 7: Responding to EU requirements (CSIs, CSTs and CSMs)
- Task 8: Long term safety management system performance and benchmarking



For more information please follow the link to the RSSB website:

http://www.rssb.co.uk/national_programmes/sms_programme.asp or contact:

Shamit Gaiger, head of national programmes, industry strategy **020 7904 7487**, shamit.gaiger@rssb.co.uk

Nigel Finney, sms specialist, **020 7904 7940**, nigel.finney@rssb.co.uk

Andy Bain, sms specialist, **020 7904 7687**, andy.bain@rssb.co.uk

Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) certificate and authorisation submissions workshops

To inform the work of Task 4 of the SMS Support Programme outlined above, two workshops were held in June to share and learn from experiences to date with the development and authorisation of new ROGS safety certificate and authorisation submissions to the ORR.

The workshops were organised after a review of early certificate and authorisation submissions and discussions with individual duty holders and the ORR to consider:

- Style and layout of certificate and authorisation submissions
- Depth of information required
- Fit between submissions and company safety management systems
- Requirement for future guidance
- Early learning opportunities

The workshops included a presentation from a duty holder whose Part A and B certificate application has been accepted by the ORR. The output from the

workshops is currently being evaluated and will be issued shortly.

In the meantime, the ORR is progressing with the acceptance of ROGS certificate and authorisation submissions of transport operators. To date, a total of 23 mainline and non-mainline submissions have been accepted by ORR including that of Network Rail as Infrastructure Manager. For the very latest position in terms of ROGS certification and organisation submissions and approvals see the RSSB website.

ROGS One-Year-On Conference

One year after the formal implementation of the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), RSSB is organising a conference to share and learn from the experience of key players across the British rail industry. The conference is to take place on 8 November 2007 at the Wellcome Centre in London.

Delegates at the ORR chaired conference will have the opportunity to hear from Network Rail, EWS, Southern and Grant Rail on their practical experience of ROGS. Further insight into the new regime will also be provided by the ORR, the trade unions and European Rail Agency. In addition to the informative presentations, delegates will also be able to participate in the following breakout workshops on key aspects of ROGS:

- Session 1: Safety Verification and Interoperability
- Session 2: Safety Critical work
- Session 3: Safety Reporting and Europe
- Session 4: Duty of Cooperation

The four workshops will be facilitated by topic experts from the ORR and RSSB. There will also be an interactive exhibition to demonstrate the latest developments in safety management systems. Exhibitors will include the ORR, DfT, European Rail Agency, RAIB (tbc), ATOC, Network Rail, Industry Safety Liaison Group (main contractors), CIRAS and RSSB.

For more information please follow the link to the RSSB website: http://www.rssb.co.uk/national_programmes/sms_rogs_authorisation.asp#_ROGS_One-Year-On_Conference or contact **Stella Okezie conference manager** on **020 7904 7934** or email stella.okezie@rssb.co.uk for further information or to register.



Train Planning and Capacity Skills

Rail industry stakeholders have joined together to create the Rail Industry Skills Forum (RISF) to provide strategic advice on future skills requirements for the industry.

RISF includes representatives from the Association of Train Operating Companies, London Underground, Network Rail, the Rail Freight Group, the Railway Industry Association along with the Department for Transport, Go-Skills, the Science, Engineering and Manufacturing Technologies Alliance and the Rail Safety and Standards Board.

RISF has been set up to take an holistic view of the industry's skills framework, to help ensure that its many parts attract, develop and retain the necessary skills required to deliver the future railway system.

Whilst responsibility for delivering skills training will remain firmly with individual organisations, RISF will provide a focal point for the industry by:-

- Facilitating funding for skills programmes from government
- Providing a collective rail industry voice on skills development issues
- Facilitating strong working relationships between the industry, sector skills councils and the wider Skills for Business Network
- Setting the strategic direction for the RSSB Research and Development programme in workforce development and competence which is funded by the Department for Transport
- Helping to align the industry with the government's initiatives in skills development outlined in the Leitch Review of Skills report
- Helping to promote the industry to potential entrants

With growth across the railway network a key issue for the railway it is recognised that efficient train planning plays a vital role in maximising and optimising infrastructure use. Therefore, as one of its early initiatives, the Forum has commissioned RSSB to undertake an analysis of existing train planning and capacity. This research and development study will

survey the current train planning resource; examine best practice elsewhere; and support the development of a training curriculum including practical, hands-on experience for use by the industry.

For more information contact **Lesley Hodsdon, workforce development specialist** on **020 7904 7969** or email lesley.hodsdon@rssb.co.uk

RSSB co-ordinates pan-European project research on low-impact railway systems

On behalf of railway industry and government stakeholders, RSSB has coordinated a proposal for a project to explore low impact railway systems (ie trains that have a low impact on infrastructure), under the European Commission's 7th Framework Programme. RSSB has brought together a consortium consisting of 27 partners from all parts of the industry, including infrastructure managers, railway undertakings, metro systems, systems integrators, suppliers, academic institutions, and trade associations, from nine EU countries, which made a formal bid for funding on 5 June.

The overall objectives of the project "LITE" (Low Impact Train Evaluation) are to identify and quantify the benefits of low impact railway systems and to develop tools that will enable the industry and decision makers to enjoy those benefits efficiently and at low cost, thus enhancing the railway system's competitiveness and sustainability. Evaluation of bids by the European Commission starts in September and we will learn the outcome later in 2007. If successful it would comprise five key sub-projects and many work packages over a four year period starting around April 2008.

For more information contact **Dr Tanya McCallum, research strategy manager** on **020 7554 4622** or email tanya.mccallum@rssb.co.uk

Log on to our website:
www.rssb.co.uk



Common Safety Indicators

Events

Date	Name of event	Location
13 September 2007	RISAS Accreditation Body Conference	Midland Hotel, Derby
14 September 2007	Vehicle Acceptance Body Conference	Midland Hotel, Derby
14 September 2007	A jointly sponsored RSSB and ATOC Shunting and Safety Workshop	The Wellcome Centre, Euston, London
18 September 2007	Driver Training Conference	The Wellcome Centre, Euston, London
31 October 2007	Sustainable Development Rail Programme Conference	The Wellcome Centre, Euston, London
8 November 2007	The ROGS One-Year-On Conference	The Wellcome Centre, Euston, London
27 November 2007	Yellow Book Conference	The Congress Centre, London

For more information on these events, please contact Stella Okezie, conference manager on **020 7904 7934** or email stella.okezie@rssb.co.uk

Rail safety promotion gets royal approval

Congratulations to Chris Leech on being awarded an MBE in the Queen's Birthday Honours List. Chris received the award for his personal commitment to promoting rail safety to over 50,000 people (including many children) in an attempt to reduce the likelihood and danger of trespass and vandalism.

Chris who works for Northern Rail has recently been seconded on a part-time basis to RSSB to undertake a review of train operating company arrangements for managing the risk posed by crime and public behaviour on the railway. The outcome of the review will be used by the Community Safety Steering Group to inform development of the future programme to address crime and disorder.

The end of June saw the deadline for transport operators to submit their annual safety reports to the ORR. ROGS requires that each report includes common safety indicators (CSI) – a set of harmonised statistics developed by the European Rail Agency.

RSSB has been helping the industry by extracting safety information from SMIS, and working with company safety managers to obtain other data and to validate their CSI returns. Most operators had few serious accidents to report, but because 2006 was the first year for which CSIs were required, and as some of the definitions differ from those normally used in the UK, care and effort were needed to ensure the accuracy of the statistics.

RSSB would like to thank everyone from the 44 companies involved for their input. We are currently compiling aggregated CSI statistics for Great Britain and, once this is complete, we will be working with the ORR to identify lessons learnt from the production and usage of the 2006 CSI data so that we can make refinements to the process for future years.

For more information on Common Safety Indicators contact **Marcus Dacre, senior safety intelligence analyst**, on **020 7983 6752** or email marcus.dacre@rssb.co.uk

Spotlight

ASPR Pocket Guide



In last month's issue RSSB set out the key headlines from the Annual Safety Performance Report 2006. An A6 pocket sized booklet has been produced incorporating key points and trends from the main report. To obtain a copy contact **RSSB's Enquiry Desk** on **020 7904 7518** or email enquirydesk@rssb.co.uk

For more information about the production and content of the Annual Safety Performance Report contact **Liz Davies, safety intelligence strategy manager**, **020 7904 7493** or email liz.davies@rssb.co.uk